RAILROADS.

	LOCAL TIME TABLE.	
Arrive.	TEXAS AND PACIFIC. EASTEOUND. No. 2 stally	Lea 7:25 a
2010	No. 4 daily	6:40 p. 5:20 a. 5:00 p.
	WISTBOUSD.	10.00 4.
1 20 n	m No 1 daily	9:05 2
C84 (41%)	m No. 7 dally	4:25 p.

4:20 p. n	gNo beauty	
Arrivo	SOURI, KANSAS AND T NORTHBOUND. No. 2 duits	7:30 p. m.
fiftp. m	No. 4 dally SCITHBOUND No. 1 dally No. 3 daily	8:10 p. m 9:06 a. m
	TRANSCONTINUATAL	
Arrive	NORTHBOUND. NO. 32 dayly	T.cave S:45 n. m

11:40 p. m. No. Eddalfy.
Texas and Pacific trains Nos. Sand Sonly stop
1: Texas and Pacific trains Nos. Sand Sonly stop
1: Texas and Pacific trains Adams. JefferSon, Marshall, Longview Janesion, Big Sandy,
Mincola, Wills Point, Terrell, East Dallas,
Dallas and Fort Worth.

PARTIES RESIDENCE AND STATE
FORT WORTH AND DENVER Leave
5:30 p m No. 1 daily 9:30 a. m.
11-70 g. m. No 3 daily
OPT.F. COLORADO AND SANTA EL
Arrive Sommerico Leave 1125 a.m. Schlady Historia 100 p.m. No. 2daily 1200 p.m. Sommerico No. 100 p.m.
\$ 75 a.m. No. 1 daily \$ 50 a.m. 2 15 p.m. No. 6 daily 2 35 p.m.
THE WORTH AND RIO GRANDE.
* Trive Leave 1.00 p. in Fort Worth 3:00 p. in

FORT WORTH AND NEW ORLEANS. Arrive No. 44 mail Leave,
No. 48 mail 5.40 p.m.
No. 48 mail 5.40 p.m.
1.60 p.m. No. 43 mail
1.60 p.m. No. 47 accommodation.
All the coove trains from the Union Depot.
C. D. Lusk, Ticket Agent.

ST LOUIS SOUTHWESTERN. Arrive Tilly m.... Memphis Express.... 8:20 u.m. WEATHERFORD, MINERAL WELLS AND

NORTHWESTERN RAILWAY.

TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in as well as outside of Texas:

MISSOURI, KANS	SAS AND TEXAS.
No	eth.
Miles Chicago via Hani. 955 St. I. via Sedalla. 717 Hanibal. 672 Wagoner. 263 Denison 58 Pilot Point 58	Chicago via St. L. 1000 Kansas City 507 Vinita
So	uth.
Alvarado 27 Waco 88 Belton 135 Bastrop 196 La Grange 221 F an Antonio 379 Corpus Christi 429	Hillsboro 55 Temple 133 Taylor 162 West Point 291 Austin 198 Caredo 433
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	Division.
Miles adha Ad Terrali 64	Marsail 179

79 Atlanta. 110 Shreveport Rip Grande Division Big Springs.

Transcont	nental Division.
White-Boro	5 Paris
COTTON	BELT ROUTE.
Cognitive Sulptur Springs Mt Vernon Mt Pierson	Miles Mile
GULF, COLORA	DO AND SANTA FE.
	South

	So	uth.	
Cleburne Morgan Michigan Lemple	103	Cameroa	189
	No	rth.	
Gainesville Aramore	104	Wichita, Ka	
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Decature as	atites	Childress	Mile 219
1 Province	24	-aiisbury	246
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Granbury	26 Hinn	inche ket nwood	
HOUSTON A		S CENTRAL	

41 Calvert ... 76 Hearne ... 106 Bryan 117 Navasota ersicana.

Many a Fortune Has

Been

Made by Advertising.

One Was

Never Lost By It.

RAILROAD NEWS.

The Aransas Pass Muddle Special to the Gazette.

WACO, TEX., Oct. 4. - It is reported Hon. L. W. Geodrich went to Austin to-day, and it is thought a conference will be held there to-morrow with Governor Hogg and Judge King of the Forty-minth district court, relitive to the Gurley, Ross & Gurley and San Antonio and Aranses Pass trouble. It is known that Judge Goodrich was invited to visit the governor on this matter. The governor, as well as the parties concerned, wishes to see a settlement of the matter, but how it will be arranged is not known. There is a probability of war between the officers of the respective courts over the mat ter, and rangers may be ordered out to en-force the orders of the court, which the high authority rules is in the right. In the mean nuthority rules is in the right. In the mean-time the Aransas Pass is forced to suspend road building, and the towns that will be most benefited by the road being built through are anxiously waiting for the re-sult of the light, hoping against hone that it will soon be decided. This road will give Wave a direct outlet to the gulf, and while the crimens of this place would like to see Gurley, Ross & Gurley get the money they claim, still the road is wanted.

TO CONSULT GOVERNOR HOGG. Special to the Guzette.

Austin, Tex., Oct. 4.-Judge King of San Antonio came over this morning to see the governor with reference to the conter the governor with relarence to the conten-tion between himself and Judge Goodrich over the Gurley, Ross & Gurley claim against the Aransas Pass. Approached on the subject the judge doclined to talk fur-ther than to say that the statement of the case in this morning's San Antonio Express was a fair exposition of the facts. He said the question at issue was one of law en-tirely, and that he had placed the matter in the hands of the governor, who would probably take such action as he might think proper to have the writs of the court exe-The trouble, he said, would soon be

A Truce Declared

Special to the Gazette MARLIN, PALLS COUNTY, TEX., Oct. 4. sheriff Wa d reports everything quiet on he Aransas Pass railway and that no more rack will be laid until the injunction issued from Goodrich's court is dissolved.

Brotherhood of Railway Trainmen

Galli-sure. Int., Oct. 4.—The annual convention of the Brotherhood of Railway Frainmen of the United States and Canada pens here at 9 o'clock to morrow morning. The larger part of the 424 lodges are alsates to come before the convention clate to the discharge of the grand trustees by Grand Master S. E. Wilkinson, the dis-charge of switchmen on the Northwestern ad and the election of officers. H. Me carny, Northwestern yardmaster at Chi igo, and the trainmen's grievance com ittee on that system, are here to explain an difficulty to the convention. Grand hief Conductor E. E. Clark of the Order of Railway Conductors is present and sus-tains the position taken by Grand Master Wilkinson and disapproves of the action taken by the supreme council in expelling the trainmen. Hon, T. S. Coffin, Iowa, arrived tast night to advocate the necessity of auto-matic couplers for cars and Sunday rest for railway employes. So far as the switch-men's trouble is concerned it is likely that the convention will sustain the action of the grand master. The latter part of the week some action may be taken on the federation question, but this will depend on the action taken at the meeting this week at Ceda Rapids of the committees of the Brother hood of Railway Conductors and the Order of Railway Conductors on a proposition for the union of the two organizations

THE HARTER PLAN.

How an Ohio Congressman Would Modify the National Banking Law to Secure a Permanent Bank System.

The Porum.

1. The list of bonds acceptable as security for circulating notes should be enlarged so as to include state, county, city and railroad bonds under the following rules:

Street milroad bonds are excluded, because their franchises are usually of short duration; and bonds secured by mortgage upon farms and other real estate have always proved inferior and usually unsafe security for bank rotes.

(a). All bonds thus rendered available must be registered, and the principal and interest must be payable in gold of the present standard of weight and fineness.

There are enough bonds of this kind now in existence and available to increase the bank note circulation several hundred millions; and most bonds issued becenter would naturally be registered, and payable in gold.

(b). All such bonds must have been listed for at least five years prior to their deposit as security for circulation, upon at least one stock exchange located in some city in the United States having a population of 500,000 or more.

This would exclude all honds except those having a well established character, as well as recognized high value.

ics. No bond which has ever been in de-fault for non-payment of interest, or which has sold on any stock exchange below par within five years, or which has sold on any stock exchange at less than a premium of 5 per cent above par within three years of its proposed deposit as security for circula-tion, shall be accepted under this law.

The result of this would probably be that the bonds deposited as security for circulation would have an average gold market value of at least 110, which would make them to-day a term much better security for bank nate circulation than United States bonds were from 1872 to

(d), No state bond representing a per capita debt of over two dollars for each of its citizens, no county bond representing a per capita debt of over four dollars, and no ity bond representing a per capita debt of over eight dollars, shall be accepted as sesurity for bank-notes.

The object of this is to discourage rather than encourage the increase of state, county and city lebts—a consummation devoutly to be wished. (e). All railroad bonds deposited must be secured by mortgage, and none shall be of the form known as trust or debenture

(f). No bank shall have more than twenty per cent of its bonds on deposit of the issue of any one state, county, city or railroad. This provision is intended to protect the unks from loss, but is, of course, not needed or the security of the government or the note-

). Whenever any bond upon deposit un-this law shall sell upon any stock ex-ge upon which it is listed for a period of thirty days at an average price of less than 105, the comptroller of the currency shall require it to be replaced by a bond fully meeting the requirements of this law. (h). Whenever any railroad which was paying dividends at the time its bonds were accepted as security for the circulating

notes of any bank ceases to pay regular dividends, the comptroller of the currency shall require said oank to substitute other bonds of the character called for by this cretary, treasurer, auditor, or other cer of any interstate railroad (any of ose bonds are on deposit under this law)

whose bonds are on deposit under this law, who shall knowingly issue or permit to be issued any false statement of the earnings, expenses or condition of said railroad, shall be considered guilty of a felony, and be subject to trial in any court in the United States, and if found guilty shall be sentenced to imprisonment at hard labor for a term of not less than ten nor more than twenty years, and may be fined in addition, at the discretion of the court, in any sum not exceeding \$100,000.

The advantages of this portion of the law. The advantages of this portion of the law, which it is a pity we are compelled to limit to interstate roads, will not be confined to the banking system, but will give a protection to the general public, which has long been needed, and which will tend to give far greater stability to American railway investments.

3. In line of all other United States tweethers.

3. In lieu of all other United States taxes each bank shall pay in the usual manner a semi-annual tax of 1 per cent (two per cent

per annum) upon the average amount of its notes in circulation. This will produce a large revenue for the gov-

ernment, and will tend to prevent the creation of new forms of taxation, which will be required to meet its present extravagant expenditures. When money on call falls to one-half per cent. when money on call fails to one-half per cent, or even to one and a half per cent per annum, this rate of taxation will cause Eastern banks to deposit lawful money at Washington for the redemption of their notes, and thus impart an element of elasticity to the general circulation; Experience may prove that this tax can be still further increased, adding to the income of the treasury and giving still greater flexibility to the yolume of paper money.

o the volume of paper money 4. The present United States tax upon the circulating notes of state banks shall cease, provided such notes are secured in precisely the same manner as national bunk notes by bonds deposited with the auditor or treasurer of the state; and provided, also, that the state in which said bank is located shall guarantee the pay-ment of its circulating notes. State banks shall pay the same taxes on their notes and

in the same manner as national banks. This would, in every state where there was a This would, in every state where there was a demand for it, restore state banking to its old condition of usefulness, and would silence the now well-founded charge that national banks enjoy an exclusive and, therefore, special priv-ilege—that of issuing circulating notes.

5. The amount of the notes issued by any state bank shall be under the control of the state in which it is located,' and nothing in this la shall restrict the circulating notes of any state bank to 90 per cent of the capi tal paid in; but no bank shall issue notes i excess of 90 per cent of the par value of the bonds deposited by it to secure the payment of said notes.

This provision will be recognized as sound by This provision will be recognized as sound by most competent bankers, and experience will probably lead to its extension ultimately to national banks. It gives the banks also the power promptly to increase the money in circulation when urgently needed, such extra supply being retired under the influence of the tax ourden unless there should continue to be reasonable demand for it; thus having a tendency still further to develop flexibility in our linancial system.

6. State banks shall not be compelled to redeem their notes anywhere but at their own counters.

Should it be deemed desirable in any state to Should it be deemed desirable in any state to make the circulation of the notes issued by its banks local, and so throw about it influences which would tend to hold them within the bounds of the state, this part of the law would provide a way for doing so.

7. All state bank-notes issued under

this law to be, like national bank-notes, re-decanable in United States logal tender coin or notes.

A West Virginia Girl Who Is a Trusted Railway Employee. Miss Ida Hewitt is the only regularly commissioned and regularly employed

SHE RUNS AN ENGINE.



MISS IDA HEWITT.

woman railroad engineer in the world. and West Virginia has the honor of having produced her. She is good looking, well educated, twenty-three years old and a blue gray eyed blond. She is the daugh ter of Charles H. Hewitt, one of the chief owners of the short line which connects with the Baltimore and Ohjo railway at Cairo, W. Va. During her schoolgirl days she passed most of her leisure time in the railway shops near her father's residence and not only grew familiar with every detail of an engine, but became very much interested in the work.

After graduating from the high school her favorite amusement was to ride in the cab, and when one day the engineer was sick she managed the train, and did it so well that she was soon given a regular run. It is a narrow gauge road, and one of the prettiest sights on it, they say, is Miss Ida. with a natty engineer's cap and a neat fitting suit of blue woolen, as she sits in the little cab.

To Consumers of Coal Stewart, manager, Office Ninth and Rusk

streets. Phone 184. The Human Ear.

The human ear is an organ the true inwardness of which the physicians have never been able to get at. They can ex-amine the interior of the eye with ease by throwing into its dark chamber a ray of light reflected from a little mirror, and or late they have found it possible even to see the gray matter of the brain by looking through the little canal by which the optic nerve enters. The cavity behind the nose they inspect with the aid of a light placed far back in the mouth.

They have no difficulty in seeing into the stomach by an electric apparatus; the intestines likewise are readily enough investigated, and the bladder also. But the car, as to its internal arrangements, is unap proachable. It is impossible to dissect it satisfactorily after death, for the reason that the parts collapse at once when the vital spark leaves the body.-Exchange.

Fort Worth Fuel C Will furnish you almost gentline McAllis-AN actif coals at the lowest cash prices and prompt delivery. Office Ninth and Rusk streets. Phone, 184.

A Monument and Sepulcher for Columbus. Last February, by royal order, the government of Spain invited the artists of that kingdom to compete for the honor of erecting a sepulcher for the remains of Columbus, in the nave of the cathedral at Havana, and also for the erection of a monument properly commemorating the discovery of America in the Central park of the same city. For the sepulcher the sum of \$50,000 was appropriated, and \$100,-600 for the monument, with the additional sum of \$600 as a prize for the author of the plan second in merit. The designs were submitted to the Royal scademy, of San Fernando, Spain, which has awarded the contract for the sepuicher to Don Antonio Melida, and that for the monument to Antonio Susilio. The second prize of \$600 is given to Antonio Alsina for his design for the sepulcher. It is announced that the work will commence at once.

The New England "Hired Man." The "hired man" on a New England farm occupies a unique position, and in many ways is a privileged character. As a usual thing he is regarded, not as a servant, but almost as a member of the house hold. There are New England farmers worth hundreds of thousands of dollars who never sit down to a meal that they do not have their field hands at their elbow. In the ordinary household intercourse the workmen of the farm are treated not as menials, not as inferiors, but almost, if not quite, as equals. They are on terms of comradeship with the other members of the household, young and old, and they have their recognized place in ordinary family gatherings.—Boston Journal.

THE DEATH OF SANTA CLAUS.

It Was Followed by a Fierce Bush to Find His Heard.

Frank Gallego, better known as Old Santa Claus, died recently at his solitary shanty on Telegraph hill, San Francisco and since then the people of the neighbor hood have been hunting for his treasure. Somehow the story got abroad that Gallego died wealthy and that a rich hoard lay concealed somewhere in the sand about his cabin. So far, however, nothing has been found.



WHERE GALLEGO LIVED.

The cabin stands on the verge of a cliff and to it the owner never admitted any one. He got the name of Santa Clau years ago because of his love for children He worked as a stevedore, and with his savings bought circus and fair tickets for the little ones, and various presents-balls and bats for the boys, and dolls for the girls. Whenever one of his favorites fell ill he kept the sick room beautiful with fresh flowers. One Sunday morning the children failed to see him and told their parents, who broke down the gate to the high fence, forced the door and discovered poor Santa Claus seated in a rocking chair dead, with a half filled cup of water in his hand. Then everybody made a frantic but futile rush to find the old man's gold.

The Deadly Pilgrimage to Mecca. An Indian journal says that of all the pilgrims leaving Bombay for Mecca and Medina more than a third never return. Out of 64,638 pilgrims who left in the six years ending 1890, 22,449 were missing. In 1888, of 13,970 who started, 7,465 did not re turn. The vast proportion of those miss-ing owe their deaths to epidemics, starvation, and, it is said, murder, between Jeddah and Mecca. It is said, we know no with what truth, that gangs of budmashes travel regularly by the pilgrim steamers so as to select as their victims such pilgrims as betray the possession of means while or

the voyage. On the return voyage the deaths range from 200 to nearly 400 per 1,000 per annum This is due to privation before leaving Jed dah, to overcrowding and sickness board, to insanitary ships and want of supervision, and to the age and infirmity of many of the pilgrims. The voyage to Jeddah is long, and the allowance of space between decks is 9 superficial feet per adult, or 6 by 134 feet, so that if each pilgrim lay down and the deck were free from baggage there would be just room and no more for the passengers.

The health officer of Bombay, in his report for 1890, describes the voyage of the pilgrim ship Decan, on which cholera ap peared on the eighth day out from Bom Disease and starvation decimated the passengers-113 perished in eighty-five days; and of 1,246 passengers who set out on the voyage only 1,113 returned.

The appearance of the survivors when the vessel arrived at Bombay was heart rending. The physically strong had be come feeble, and the passengers were. with comparatively few exceptions, emaciated, fever stricken, scorbutic and dropsical; and the sufferings they had undergone at Camaran were clearly and unmistakably depicted on their bodies.-Toronto Globe.

Plainview, Hale County.
Come to Anneal County fet your tickets at the Metal quartilo' over the Clisbee daily stage line to Plainview, the county seat of Hale, the best county on the central plains.

Dallas' Efficient Firemen. Special to the Gazette.

Dallas, Tex., Oct. 4.—Mr. Thomas Wil-kerson, who on last night was elected chief of the fire department, has held the posi-tion for the past four years. His re-elec-tion was uncertain, as a strong effort was made to defeat him, but he came in a win ner on the first ballot with three candidates in the race. Mr. Thomas Myers, the assist-ant chief-elect, is an old fireman in Dallas. having belorged to the old volunteer de-partment. He has been in the pay department ever since its organization, and has al ways proved himself an efficient member.

HOMEY AND SOFT SOAP.

Tuem Out of a Bad Scrape. During the summer of 1962, while the One Hundred and Ninth New York regiment, commanded by Colonel Benjamin F. Tracy, was guarding the Baltimore and Washington railroad, with headquarters at Laurel, Md., the men, or rather boys, would skirmish over the country and would frequently return to camp with fruit, chickens and young pigs. The pigs were nicely skinned and went for rabbits. Soon complaint from the inhabitants reach headquarters and Colonel Tracy issued an order forbidding the boys foraging. We knew the order must be obeyed or else we would suffer the consequences. We mustered 1,000, and the

stuff getting into camp.

One night soon after the order was issued, a squad of Company A went out and confiscated two skips of bees. After killing the bees the skips were smuggled into camp and taken to the squad's quarters, which consisted of a log pen covered with canvas and large enough to hold ten men. There the honey was squeezed out and strained into the company's iron camp kettles, the hives burned, and every particle of evidence wiped out. The kettles of honey were not so easily taken care of, however; they were hidden away under the

majority were constantly bent on mischief.

and it seemed quite impossible to prevent

Early next morning the regiment was ordered into line and Colonel Tracy and staff appeared with side arms. The colonel made a short speech and intimated that somebody had stolen two skips of bees. These few remarks caused several mem bers of Company A to squirm like cowards dodging builets. I do not recall much of that speech myself, but my mind wandered away toward the honey. There seemed to be no doubt in the colonel's mind but that those skips could be found, and, after ordering the regiment to remain in line, he proceeded to search quarters, as no one volunteered to produce the skips. When Colonel Tracy reached our company and requested Captain B. R. McAllaster, a brave man, a good soldier and who always stood by the boys, to lead in the search of his company, I assure you the natriotism of those members who were in it oozed

They finally reached the disobedient squad's quarters, and were not long in finding the kettles, which were brought out. Colonel Tracy asked Captain McAllaster, who, up to that moment, had be lieved his company innocent, what those kettles contained. The captain took in the situation and saw that something must be done to save his company from disgrace, poked his finger into a kettle and tasted the contents, and, instead of answering Colonel Tracy, rushed to the door and excitedly told his orderly sergeant that he had told the men in that squad for the last time to take that stinking soft soap out of those camp kettles, and ordered them to the guardhouse. The colonel seemed to kettles contained. The captain took in the guardhouse. The colonel seemed to be perfectly satisfied and smiled at Captain McAllaster's wry face, and proceeded on his tour of inspection. The honey was not found, consequently the theft was laid to some other regiment. Suffice it to say that Captain McAllaster was presented with a portion of that honey .- Ithaca Jour

CHEAP EXCURSION BATES.

To St. Louis and Return Via the Cotton Belt Route. The fall festivities at St. Louis, consisting of the Exposition, Fair, Veiled Prophet and of the Exposition, Fair, Veneu Prophet annumerous other attractions, promise to be grander and more elaborate this ever before, and to account all those who desire to attend to the Cotton Belt route who desire to at the Cotton Belt route all sell is at one fare for the round on the following dates: September 18th

and 19, tickets good for return until Sep tember 28th. account Conclave Sovereign grand lodge L. O. O. F. October 3rd to 8th, inclusive, tickets good until October 13th, account St. Louis fair and Veiled Prophet

For further information apply to ticket agent. W. H. WINFIELD.

City Ticket Agent, 401 Main street. labama's Commissioner of Agriculture MONTGOMERY, ALA., Oct. 4.- The supreme

General Passenger Agent, **

Date as commissioner of agreements. This puts out R F Cole, who has held office; for the past five years, and who claimed that the act of the last legislature providing for the effice to be filled by an election in August, 1892, took away the governor's right to fill the office September 1, when the two-years' term expired until the regular election. The Captain Stood By the Boys and Got

New York's Prohibition Leader. Joseph W Bruce, Prohibitionist candi-

date for governor of New York, was born July 3, 1821, in Lenox, Madison county, N. Y., and obtained his education there and in the Oneids Conference seminary at Cazenovia. He was reared a farmer, and that remained his business till 1884, when he retired from active life. He was a delegate to the

first Republican convention JOSEPH W. BRUCE, state held in New York, and continued active in that party till 1873, when he decided that the time had come to make temperance the

As a Republican he held no office, save that of postmaster. As a Prohibitionist he has been a member of the state com mittee. Mr. Bruce is is a widower and resides at Canastota, Madison county, is a member of the First Congregational church of that place and superintendent of the Sunday school.

Newspapers Responsible for Sedan. The newspaper correspondent was re-garded with little favor by commanders on both sides during the civil war, and that he is not popular abroad is shown by a recent remark of the French General Schmitz, who says: "If a war breaks out tomorrow the first measure would be the proclamation of the state of siege, and the order that newspapers should say nothing of military undertakings. Offending editors would be treated as traitors. newspapers, and they alone, gave Count Von Moltke at the end of August, 1870, in formation of the departure of MacMahon's

The Burlington Route. Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago. ria and St. Louis to and between the prin-cipal cities and towns of Illinois, Iowa. Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great road pass into and through the best farming regions of these great states, read Deadwood, So. Dakota, and the new mining

neapolis, making connections at the points with all Eastern and Western road and giving the traveling public unequale For speed, safety, comfort, character of

equipment and track, and efficient service for passengers and freight, it is unexcelled Send ten cents in postage stamps to the General Passenger Agent and get a hand some wall map of the United States and a descriptive folder of the train service. For further information, tickets, rates, maps, etc., call on your nearest railroad agent, or address W. C. Brown. General manager,

ST. LOUIS AND RETURN

court has rendered an order reversing the decision of the lower court and sustaining Governor Jones' appointment of Hector D.

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The Fort Worth Gazette

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